



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Posted: Thu, July 28, 1994 4:32 CDT

Subject: INFORMATION: AIR-200 Policy Guidance
Memorandum #94-04, Original Versus Recurrent
Airworthiness Certification

Date: July 28, 1994

Reply to J. Elrod,
(202) 267-6361

From: Acting Manager, Production and Airworthiness
Certification Division, AIR-200

Attn. of:

To: ALL Manufacturing Inspection Offices and
District/Satellite offices
ALL Flight Standards Regional and District Offices

This memorandum is to provide clarification and to amend a paragraph of Federal Aviation Administration (FAA) Order 8130.2C, Airworthiness Certification of Aircraft and Related Products, dated June 13. Although Order 8130.2C was signed June 13, it was initiated prior to the issuance of guidance Memorandum #94-2, Original Versus Recurrent Airworthiness Certification, dated April 18. There is an oversight in the order that directly concerns paragraphs 34a and b.

Due to this oversight, the condition identified in paragraph 34a(7) is listed under original certification instead of under recurrent certification, paragraph 34b(8), as identified in Guidance Memorandum #94-2, paragraph 34a(7) as presently written states:

“Aircraft manufactured to a U.S. TC accompanied by an Export Certification of Airworthiness from the country of manufacture’s CAA, constitutes eligibility for original certification when the United States has a BAA which provides for its issuance. The certification must contain a statement from the CAA stating the aircraft conforms to its U.S. type design and is in a condition for safe operation.”

Paragraph 34a(7) also has a note following which states, “Aircraft not previously certificated in the U.S. are considered eligible for an original certificate issued by a manufacturing inspection representative due to the complexity of inspections and training necessary to determine conformity to U.S. type design.

Therefore, in order to resolve the conflict between Guidance Memorandum #94-2 and Order 8130.2C, paragraph 34a(7) and the note should be deleted.

The term recurrent certification applies to the issuance of standard or special airworthiness certifications or approvals for airworthiness for aircraft manufactured to a U.S. TC accompanied by an export certificate of airworthiness. This paragraph should therefore read as follows:

“Aircraft manufactured to a U.S. TC accompanied by an Export Certificate of Airworthiness from the country of manufacturer with which the United States has a BAA which provides for its issuance. The certification must contain a statement from the CAA saying that the aircraft conforms to its U.S. type design and is in a condition for safe operation.”

If there are any further questions, please contact Randy Courtney, Policy and Procedures Branch, AIR230, at (202) 267-8361.

/S/

Michael Gallagher

/S/

Frederick J. Leonelli